

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

* * * * *

Investigation of:

MV ETHAN ALLEN,
 LAKE GEORGE, NEW YORK,
 OCTOBER 2, 2005

*
 *
 *
 *
 * Docket No.: DCA 06 MM 001
 *
 *
 *

* * * * *

Interview of: TED BEAUDET

National Transportation Safety Board
 490 L'Enfant Plaza East, S.W.
 Washington, D.C. 20594

Sunday,
 October 9, 2005

The above-captioned matter convened, pursuant to
 notice at 10:15 a.m.

BEFORE: BRIAN CURTIS

APPEARANCES:

BRIAN CURTIS

National Transportation Safety Board

PETER GIONET

New York State Parks

MAURICE ALDRICH

Warren County Sheriff's Office

HUGH QUIRK

Shoreline Cruises

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Ted Beaudet:	
By Mr. Curtis	4
By Mr. Henry	14
By Mr. Aldrich	21
By Mr. Curtis	22
By Mr. Gionet	24
By Mr. Henry	25

P R O C E E D I N G S

(10:15 a.m.)

1
2
3 MR. CURTIS: Good morning. It's October 9th at
4 10:15, and we're going to be interviewing Mr. Ted Beaudet for
5 any information he may have regarding the Ethan Allen and the
6 accident it had on October 2nd. Ted, what we're going to do,
7 we're here with the NTSB to conduct a safety investigation
8 regarding that accident, and we feel you may have some
9 information that may be beneficial to our investigation. So
10 we'd like to speak with you this morning and ask you some
11 questions. And to get started, we'll go around the room to
12 identify who's doing the interview for future transcription.
13 My name is Brian Curtis with the NTSB.

14 MR. QUIRK: I'm Hugh Quirk from Shoreline Cruises.

15 MR. GIONET: Peter Gionet, New York State Parks.

16 MR. HENRY: Rob Henry, NTSB.

17 MR. ALDRICH: And Investigator Moe Aldrich with
18 Warren County Sheriff's.

19 MR. CURTIS: And, Ted, just acknowledge that we're
20 recording the conversation.

21 MR. BEAUDET: I'll acknowledge that. I'm Ted
22 Beaudet.

23 INTERVIEW OF TED BEAUDET

24 BY MR. CURTIS:

25 Q. And we'll get started. And like I say, if you want

1 to take a break any time, just let us know and we'll pause it.
2 First a little bit of your history, the background you had,
3 when you started with the company and how long you worked with
4 them and such.

5 A. I started with Shoreline Cruises in May of 2004,
6 leaving in August of 2005. And prior to that, I worked for
7 the -- and excavator doing backhoe and bulldozer work for a
8 year. Prior to that, I worked for United Mohawk Power
9 Corporation as a chief line mechanic, and I was there 32 years.

10 Q. Okay. And with Shoreline your title was, and your
11 function?

12 A. Well, actually, I was hired as a handyman. I did
13 some minor electrical work and plumbing. I did painting and
14 varnishing on the boats and minor maintenance.

15 Q. Do you work on all the vessels or, or just --

16 A. I worked on all the cruise boats, not the rentals or
17 pontoon boats. Very little duties on those.

18 Q. And just a little more detail as to the
19 responsibilities you have day to day for your job.

20 A. Normally, I start at about seven o'clock. I'd come
21 in and first I'd check the oils in all the diesel engines in
22 all the different tour boats; check the fluid levels as far as,
23 you know, anti-freeze and water in the cooling systems.

24 Q. Okay. Regarding the -- specifically the Ethan Allen,
25 did you -- would you be responsible for daily check on that

1 boat, and what would be involved if you were?

2 A. Normally, I'd checked the oils each morning on the
3 Ethan Allen.

4 Q. Was there anything else? Oils. Would you do any
5 other parts of the vessel or --

6 A. Not really. You know, if I was down in the engine
7 room, I'd visually look at things, that's all.

8 Q. Okay. With the port hole, would you necessarily look
9 in there? Was that --

10 A. Not normally, no.

11 Q. Would anybody else be responsible for doing checks on
12 the boat, other than yourself, during the course of the day?

13 A. Yeah, the captains would also check those things,
14 fluid levels, as they came in. They usually start around
15 10:00, or 9:30 they'd come in.

16 Q. Was there any requirement or was that just word of
17 mouth?

18 A. I think they were required to do it. And Jim had
19 asked me to, you know, check them, too, and fill them if needed
20 so they wouldn't have to.

21 Q. Do you know -- did you notice if they would
22 necessarily check all the hulls for bilge water or
23 (indiscernible)?

24 A. Not really. I don't know if they did that or not.

25 Q. Okay.

1 A. I know, when you open the engine room cover, you'd be
2 able to see any bilge water or anything like that.

3 Q. Typically, would they get much bilge water in there
4 or -- I'm speaking of the Ethan Allen.

5 A. No, not much.

6 Q. Do you know the frequency them having to be pumped
7 or --

8 A. They were pumped in -- the Ethan Allen, I think, was
9 pumped a couple of times in the spring because they had a
10 problem with a water pump.

11 Q. But typically day to day --

12 A. Day to day --

13 Q. -- how frequency --

14 A. No.

15 Q. -- would they --

16 A. You might have to sponge up a little, but you
17 normally try to keep any of the wooden vessels as dry as
18 possible, even to the point of sponging them up, because it
19 just causes rot eventually if you let the water lay in them.

20 Q. Or if you had a heavy rain, would that necessarily
21 put water in the bilges or do they shed the water pretty much?

22 A. The shed the water pretty well. I didn't notice
23 excess. Unless it was a blowing, you might get a little bit.

24 Q. Was it enough that they had to pump or use --

25 A. No, it was --

1 Q. It was no appreciable?

2 A. No.

3 Q. Did you ride the boats yourself as a crew member or
4 just check rides very often?

5 A. No.

6 Q. No?

7 A. I went out once during my time there and that was
8 just before I left, to hear the schpiel from the captain about
9 the houses on the lake.

10 Q. Did you ride the Ethan Allen? Do you recall which
11 vessel it was?

12 A. I'm not sure, to tell you the truth. It was either
13 that or the Champlain, because they're both pretty similar.

14 Q. On the Ethan Allen, do you recall any mechanical
15 problems that they were having with that or any -- during the
16 course of your work there?

17 A. The only thing I recall was a water pump that they
18 had changed earlier in the spring, and that as probably late
19 June.

20 Q. And that was this year?

21 A. Yeah.

22 Q. Yeah. Anybody else voice any concerns of -- whether
23 it be concerns for the vessel, mechanical or how it rode or
24 anything like that?

25 A. No.

1 Q. No. Did you ever see any passengers having
2 reservations about boarding the vessel?

3 A. No.

4 Q. One question. Between the engine and the forward
5 hold on Ethan Allen, any number of holds, are those separate,
6 independent, as far as you know, spaces? Would they drain
7 common? Are you familiar with that?

8 A. I think the bulkhead is a solid bulkhead and I think
9 they're separate. Most of the boats, any time you, like, run a
10 wire through the bulkhead, you got to caulk it.

11 Q. Regarding the bilge pumps, did you ever see them test
12 it or run, or how frequently they'd done it --

13 A. No.

14 Q. -- on the Ethan Allen?

15 A. If I use -- if I pumped anything, I'd used a separate
16 pump.

17 Q. But you're saying the water you got in there was
18 usually sponged up?

19 A. Yeah.

20 Q. When you do these daily checklists, are they written
21 down anywhere or they just visual checks and --

22 A. No, I don't believe there's any logs kept. The only
23 thing I did, when I'd change the oil in any of the, in any of
24 the engines, I'd write the date of the oil change on the oil
25 sticker. That way we knew when it was it changed, and we

1 approximated the hours for --

2 Q. But --

3 A. -- the time that -- so we'd change it again in the --
4 \$200 or whatever. I'm sorry.

5 Q. You didn't fill out any checklists, though, as you
6 did your daily checks for levels and --

7 A. No.

8 Q. Regarding maintenance, say you changed the oil or the
9 oil filter, or any day-to-day maintenance, would you keep a log
10 of that? Was there a log kept, a written log?

11 A. Not for the Ethan Allen. There's logs in the
12 Adirondac that were supplied when the boat was new, but I don't
13 remember any logs being kept. Where I kept track of what oil
14 filters went with which boats, sometimes I'd write on that.
15 You know, rip the cover off so you can write on it what boat
16 that oil filter was for so I could remember in my own mind.

17 Q. Say you had a broken hose, and the captain was out on
18 a trip and had a broken hose, how would he -- who would he
19 report it to, how would you find out about it, and who would
20 give you directions to fix it, and how would they know that you
21 had in fact fixed it? So the whole process of, say, a broken
22 hose.

23 A. Well, it's all word of mouth. Normally, if they came
24 in and they saw me they'd tell me right away, but they'd also
25 go to Jim, and Jim was usually the one that made sure

1 everything got done. He'd come to me or find me or --

2 Q. Say he had a broken hose and he came to you and he
3 didn't tell the owner, Jim, would -- and you fixed it on your
4 own, would you necessarily have to report that to Jim?

5 A. I would, yes.

6 Q. Okay. And would that be --

7 A. I don't know if would be a requirement, but --

8 Q. There were written requirements --

9 A. No.

10 Q. -- for those types of things?

11 A. No.

12 Q. And if you did, in fact, say you changed a hose,
13 would you have written that down and passed it to anybody?

14 A. Well, I'd tell the captain, probably.

15 Q. Okay. But you wouldn't give no --

16 A. Right.

17 Q. -- written documents at all?

18 A. Correct.

19 Q. Do you know if any of the vessels, aside from the
20 Ethan Allen, if they did maintenance on them, was it recorded
21 or logged in any manner?

22 A. I know the Adirondac has a logbook in the engine
23 room. We recorded oil changes, transmission oil changes.

24 Q. And would that logbook go to the office or you know,
25 once it --

1 A. That stayed in the engine room.

2 Q. Okay. So it wasn't necessarily passed onto the
3 office, that you're aware of?

4 A. No. I know the captain had a daily log, a captain's
5 log, for that vessel, also.

6 Q. For?

7 A. A regular checklist.

8 Q. Which vessel?

9 A. Adirondac.

10 Q. Do you have any checklists for the -- that the
11 captain may have used for the Ethan Allen?

12 A. Not to my knowledge.

13 Q. Regarding passengers on board, what was a typical
14 passenger load that you'd see them leave with?

15 A. Oh boy. Anywhere from two to thirty. Mostly it's
16 charters (indiscernible), but I really didn't keep track of
17 what they went out with all the time. I was doing other
18 things.

19 Q. How often would you say that they may have had, say,
20 near capacity trips, the frequency?

21 A. Not too often.

22 Q. Not too often meaning --

23 A. I'd say maybe once a week, if they were lucky and had
24 a good week.

25 Q. At that time, they would load it pretty much up to

1 capacity?

2 A. Yeah.

3 Q. I apologize for the jumping around. I just have all
4 these questions and I don't necessarily --

5 A. That's all right.

6 Q. In the forward compartment of the Ethan Allen,
7 there's some lead bricks or weights down there. Do you know
8 when they were put there, or they were just there, and are you
9 familiar with them?

10 A. I'm not even familiar with them.

11 Q. Okay. Have you seen them down there at all?

12 A. No.

13 Q. Have you ever been down in the forward space of the
14 Ethan Allen?

15 A. No.

16 Q. How about the engine space, have you worked down in
17 the engine space of the Ethan Allen? Any steering problems
18 you're aware of with the Ethan Allen in the past
19 (indiscernible)?

20 A. No.

21 Q. Ethan Allen has a Cummins in it now. They changed
22 out. Do you know anything about the change-out and why and
23 when?

24 A. No, that was before I was employed there.

25 Q. Did anybody say the vessel, the Ethan Allen as

1 opposed to the De Champlain any other vessels, that they rode
2 differently, better, worse?

3 A. Not to my knowledge, no.

4 Q. I understand it has a newer fuel tank in the
5 Ethan Allen. Has that been since you worked there or was
6 that --

7 A. It's before me, I guess.

8 MR. CURTIS: That's all I have right now. I'll pass
9 it on to Hugh.

10 MR. QUIRK: I don't have any questions right now.

11 MR. CURTIS: Pete.

12 MR. GIONET: No questions.

13 BY MR. HENRY:

14 Q. Mr. Beaudet, why did you leave the company?

15 A. A better job. I went back to the former employer. I
16 work for United Mohawk Power Company --

17 Q. Um-hum.

18 A. -- (indiscernible). A really good deal.

19 Q. What were the work conditions like at Shoreline?

20 A. Oh, I enjoyed that job quite a bit. I thought it was
21 quite good working conditions. They treated me with respect
22 and were nice to me, you know. But I went for a place that
23 pays a lot more money, that's all.

24 Q. So you would've stayed there had you not gotten that
25 other offer?

1 A. Sure.

2 Q. Okay. Now, you had said earlier that you didn't
3 actually see the bilge pump ever being operated or check out
4 its operation?

5 A. No.

6 Q. Did you check out any of the piping for it or the
7 hoses or check the valves?

8 A. No.

9 Q. And you're not familiar with how it operates?

10 A. That's correct.

11 Q. The Cummins engine in the Ethan Allen, did you ever
12 operate the engine, test run it?

13 A. Yeah, prior to oil changes, I'd warm it up so the oil
14 pumped out easier. Then I checked it after, after my oil
15 change for, you know, leaks around the oil filter or whatever.

16 Q. Do you remember the last time the oil was changed on
17 it? The last time you saw it running?

18 A. I'd say it'd be mid-July when we changed the oil.
19 I'm not sure. It'll be, probably, on a marker on the oil
20 filter. (indiscernible).

21 Q. So you ran the engine long enough to get it warmed
22 up?

23 A. Yeah.

24 Q. Did you normally look over the engine at that time
25 for any leaks --

1 A. Yes.

2 Q. -- or any problems?

3 A. Right.

4 Q. Now, that engine is -- and I'm going to sketch it out
5 here and ask Brian to help me, because you were actually on top
6 of it at the time.

7 MR. CURTIS: Just to interrupt, this is Rob Henry.

8 MR. HENRY: Rob Henry.

9 MR. CURTIS: Excuse me.

10 MR. HENRY: That's right, Rob Henry, NTSB. Excuse me
11 for not introducing myself. Here's the Cummins engine. This
12 is that bulkhead that separates the engine room from the
13 forward space.

14 MR. BEAUDET: Okay.

15 MR. HENRY: Over here you would have your raw water
16 intake. It runs --

17 MR. BEAUDET: Yeah.

18 MR. HENRY: The exhaust comes out something like this
19 and runs aft.

20 MR. BEAUDET: Um-hum.

21 MR. HENRY: There's a inch and a half hose.

22 MR. CURTIS: A rubber hose.

23 BY MR. HENRY:

24 Q. A rubber hose that runs somewhere over here, and I
25 think there was some sort of a box with a cooler. Are you

1 familiar with that hose?

2 A. Yeah, I've seen it, yeah.

3 Q. Did you ever look at it --

4 A. Yeah.

5 Q. -- and see that it was leaking? Do you normally look
6 at these hoses when it's operating to see if it's --

7 A. Normally, yeah.

8 Q. Okay. But to your knowledge, the last time you ran
9 that engine and looked at it, there was no problems with either
10 that hose or anything else?

11 A. No, not that I know of.

12 Q. Do you know if what hose is used for, what part of
13 the engine it services?

14 A. Well, I believe it's for the exhaust water, exhaust
15 coolant.

16 Q. Now, is that, is that -- can you explain the cooling
17 system on this engine?

18 MR. CURTIS: Actually, it tied in --

19 MR. BEAUDET: I'm not a real decent mechanic.

20 MR. CURTIS: -- and the water to the --

21 MR. BEAUDET: I know that raw water comes in and
22 goes -- cools the engine plus the exhaust pipes. So the water
23 goes out the back with the exhaust for cooling?

24 BY MR. HENRY:

25 Q. So is this hose part of that system?

1 A. I assume it is.

2 Q. So if the engine is running and we're running raw
3 water, there's a raw water pump?

4 A. Yeah, with an impeller, yeah.

5 Q. Now, is that before or after this hose?

6 A. I believe it's before that. I think it's up in the
7 forward.

8 Q. So this hose --

9 A. The port side of the engine.

10 Q. -- is going to be under some sort of pressure?

11 A. I would assume, yeah.

12 Q. Okay.

13 A. I'm not real familiar with, you know, all the aspects
14 of diesel engines. You know, I take the oil out of them and
15 put it back in.

16 Q. Okay. But when you operate it, you give it a good
17 look-over --

18 A. Normally, yeah.

19 Q. -- for all the couplings? Was there any standard
20 within the organization on the number of couplings for systems
21 that were directly tied to through-hull fittings? Because, in
22 looking at this engine, I notice --

23 A. You mean hose clamps?

24 Q. Yeah.

25 A. Yeah, there's probably two on each end of each hose.

1 Q. Okay. Was that --

2 A. That looks pretty much standard on all the bolts, you
3 know, on all the engines. Along with (indiscernible).

4 Q. Is that something (indiscernible)?

5 A. You might, yeah. I don't know if you'd look
6 specifically for that, but --

7 Q. Okay.

8 A. -- if you noticed it, of course you'd probably
9 correct it.

10 Q. Do you ever check the valve on this through-hull
11 fitting?

12 A. No. The through-hull valve, you mean?

13 Q. Right.

14 A. No.

15 Q. So you're not aware of any practice to turn this --
16 shut this valve at night or when the vessel's not operating,
17 and open it up during that day? To your knowledge, is that
18 left pretty much open?

19 A. I don't -- I think it is, yeah.

20 Q. Okay. Did you ever get a look into the lazarette or
21 the steering quadrant in the Ethan Allen?

22 A. No.

23 Q. That was not part of your checks or it was?

24 A. No.

25 Q. Whose job was it to check and fill the fuel tank?

1 A. Dick Paris normally fueled all the boats and I
2 assisted him on Thursday mornings.

3 Q. On Thursday mornings. And how do you check fuel
4 levels?

5 A. There's a dipstick.

6 Q. For each vessel or one that you carried around?

7 A. Well, for the Ethan Allen, the Algonquin, and the
8 De Champlain have dipsticks.

9 Q. Okay. Where do you, where do you test the level?

10 A. They're through-hull, right through the decking,
11 right in the center of the deck.

12 Q. And what type of fuel do you use?

13 A. Diesel fuel.

14 Q. And do you normally fill it up if it's below a
15 certain level? How do you fill it?

16 A. Well, there's a diesel truck that comes and delivers
17 the fuel. They got a long hose they drag out on the docks,
18 with a fuel filler pipe on the side of the boat, and like I
19 said, in the center of the deck there's a dipstick. They got a
20 little key that you can bring it up to take the cap off and
21 there's a dipstick inside.

22 Q. Okay. Do you ever -- when you were running the
23 engine, did you ever examine the exhaust?

24 A. No.

25 Q. Do you know what kind of an exhaust system they have

1 on the Ethan Allen?

2 A. No, I guess not. I know it's water-cooled, but --

3 Q. Okay.

4 A. -- other than that, I don't.

5 MR. HENRY: Okay, that's all I have.

6 MR. CURTIS: Moe?

7 BY MR. ALDRICH:

8 Q. Mr. -- excuse me. Mr. Beaudet, were there any other
9 mechanics employed at Shoreline that you know of while you were
10 there, and while you --

11 A. Well, they used mechanics from the sales division on
12 sales (indiscernible).

13 Q. Okay. So there were in-house, the mechanics, then?

14 A. Well, I think that's a separate corporation, but I
15 don't know how they did the financing and who paid for them
16 when he did the marina, but --

17 Q. Okay. So if there was -- if the situation arose
18 where there would be a need to have like a heavy repair done,
19 that wasn't something that you did?

20 A. No.

21 Q. Okay.

22 A. No.

23 Q. So they would have the boat sent somewhere or have
24 somebody come in to take care of that?

25 A. Correct.

1 Q. Okay. Do you know who that company was or --

2 A. Well, it was Shoreline Sales.

3 Q. Okay.

4 A. They'd send a mechanic over.

5 Q. And during the time that you were employed there, did
6 any of vessels in the fleet need to have somebody aside from
7 yourself come in and like fix anything, take care of anything?

8 A. Well, John Deere came in under the warranty and did
9 some repairs on the Adirondac. I know they contracted somebody
10 to change an engine in the Algonquin, but other than that, no.

11 Q. And how, how was the company made aware of the
12 problem when that situation arose with John Deere coming in?
13 Did somebody tell them?

14 A. Yeah. The captain had a problem with the engine.

15 Q. And they would tell you, and then you would --

16 A. Yes.

17 Q. Okay. All right.

18 MR. ALDRICH: That's all I have.

19 MR. CURTIS: Brian Curtis, NTSB.

20 BY MR. CURTIS:

21 Q. When you, when you first started, Ted, with the
22 company, what was your initiation? How did they break you into
23 your responsibilities and who did that?

24 A. Well, I just -- Jim give me a walk through of the
25 buildings and just mostly I was hired for building maintenance

1 to begin with, and then as I was there longer, they give me
2 more duties to do. So --

3 Q. Were you told specifically when you do these daily
4 checks, what to check for or they just told you to check the
5 vessels? How was that conveyed to you?

6 A. Boy. I guess -- they gave some specifics but, you
7 know, I took on other stuff on my own to look at, you know, if
8 you're there, look, you're there, so you do it, you know.

9 Q. In the exhaust system, have you ever seen any leaks
10 in the piping or manifolds in your time doing any checks?

11 A. Not in those boats. We had a problem with the
12 Adirondac where we had some leaks, but the propeller went and
13 the water pump and it cooked a couple of the exhaust
14 (indiscernible) that we had to replace but -- it became porous.

15 Q. Okay. Now all these different -- the rubber hoses,
16 cooling hoses, lake water hoses, raw water hoses, do you know
17 if they change those annually or whether there was a specific
18 maintenance frequency for changing those?

19 A. I don't know.

20 Q. On the Ethan Allen, it has a Cummins. If there was
21 major engine -- if there was a major engine breakdown or -- do
22 you know who would do their heavy engine work on that?

23 A. Like I say, they have the mechanic from Shoreline
24 Sales come over and probably if it wasn't something he couldn't
25 handle, I don't know who they would go to at that point.

1 Q. Okay. And while you were a mechanic there, were
2 there other mechanics that worked with you? Were you the only
3 one on the dock at the time or --

4 A. No, there was a fellow, Rick. What's Rick's last
5 name?

6 UNIDENTIFIED SPEAKER: Potter.

7 MR. BEAUDET: Potter. Yeah, he'd help out
8 occasionally or I'd help him on something but his duties mostly
9 included the rental boats.

10 BY MR. CURTIS:

11 Q. So did you ever go as a crew member on any of the
12 vessels or --

13 A. No, no.

14 MR. CURTIS: That's all I have. Hugh?

15 MR. QUIRK: Nothing.

16 MR. GIONET: Pete Gionet, New York State Park.

17 BY MR. GIONET:

18 Q. Let's get back to the water pump on the Cummins. You
19 said that it was -- did you say it had to be repaired or
20 replaced?

21 A. I believe it was replaced.

22 Q. Replaced. Who would -- would you have done that work
23 or would it have been an outside --

24 A. Rick and I did it.

25 Q. Okay. Did you replace the hoses on either side of it

1 at that time?

2 A. I don't believe so.

3 Q. Okay. You said you did a lot of painting, varnish
4 work and that?

5 A. Yep.

6 Q. Did you ever do anything on the top of the boat?

7 A. Other than cleaning, no.

8 Q. Okay. What's the general -- I've never -- I haven't
9 seen the top of the boats in a while. Are they Fiberglas?

10 A. Fiberglas.

11 Q. Oh, okay. You have --

12 A. Yeah, they're Fiberglas. I've been on the tops of
13 them.

14 Q. Okay. Okay.

15 A. Fiberglas over wood.

16 Q. It can hold your weight well?

17 A. Oh, yeah.

18 Q. Okay. Okay.

19 MR. GIONET: I think that's it.

20 MR. HENRY: Rob Henry, NTSB.

21 BY MR. HENRY:

22 Q. Did you ever work on the seats, varnish the wood
23 or --

24 A. No, no.

25 Q. Are you, are you skillful in welding, arc welding

1 or --

2 A. No, I don't do welding.

3 MR. HENRY: That's all I have.

4 MR. CURTIS: I guess that's all the questions we
5 have, Ted. It's 10:40, and this concludes the interview with
6 Ted Beaudet. Thank you, sir.

7 (Whereupon, at 10:40 a.m., the interview in the
8 above-entitled matter was concluded.)

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of MV Ethan Allen
 Lake George, New York
 October 2, 2005
 Interview of Ted Beaudet

DOCKET NUMBER: DCA 06 MM 001

PLACE: Washington, D.C.

DATE: October 9, 2005

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

David Martini
Transcriber